

Removal Announcement

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Motor Trucks

December 1 we will move to larger quarters, at 471-473 Mississippi avenue n.w., where we have better facilities and are best equipped to serve you.

Twenty-five thousand square feet of floor space.

Office, Sales and Service Departments all under one roof.

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Chicago Pneumatic Tool Co.

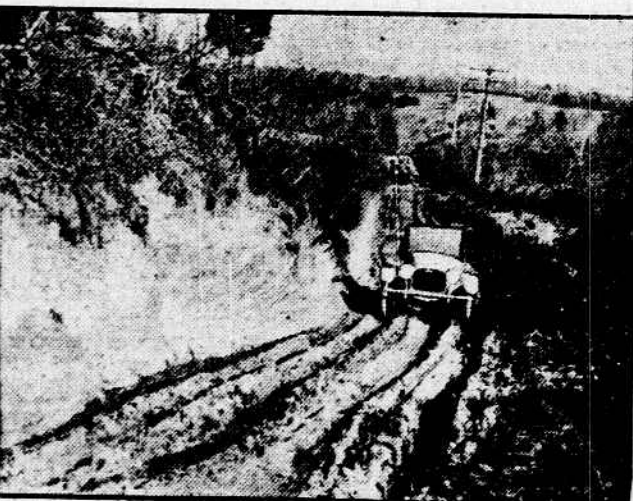
(Factory Branch)
Formerly 234 Fourteenth St. N.W.

A Wonderful Performance

The performance of the PULLMAN car in the inspection trip to Fredericksburg, Va., last Monday surely entitles this popular light car to the title of

"The Palace Car of the Road"

This touring car, carrying five passengers, negotiated every mile of road between the National Capital and Fredericksburg, Va., including the two miles through Chopawamsic Swamp, where two of the cars were mired for nearly three hours.



It was the smallest car in the line and was matched against cars of exceedingly higher horsepower and costing upward of \$3,000. There are many exclusive features in the PULLMAN at \$740 that recommend it in preference to many other makes selling at much higher prices.

The PULLMAN did not use any chains; never missed an explosion and made no unnecessary stops due to mechanical, tire or road troubles.

The PULLMAN has the longest wheel base, the largest body and the roomiest seats of any car within \$300 of its price.

TWO AND THREE PASSENGER ROADSTERS.
ALSO FIVE-PASSENGER TOURING CAR.

Ask for a REAL demonstration in this
WONDERFUL CAR.

WM. P. BARNHART & CO.

Tel. North 196 1707 14th St. N.W.

Oldsmobile "8"

Now on Exhibition

The last word in high-grade automobile construction.

The new Model 44 brings together (1) a perfect smoothness, (2) an excess of power, (3) a very strong and very light chassis, (4) a body of rich beauty and advance style.

The price is.....\$1,195

F. O. B. Lansing, Mich.

The Model 43 Four-cylinder OLDSMOBILE has established too enviable a record to need comment.

The price is.....\$1,095

F. O. B. Lansing, Mich.

We will gladly show and demonstrate.

Pollock Car Corp.,

Tel. Main 7837. 1018 Conn. Ave.

MOTORING

BY HOWARD S. FISK.

THE best automobile route at the present time and the most logical one between the National Capital and Fredericksburg, Va., is the one inspected during the past week by representatives of the various commercial organizations of Washington and those interested in the construction of a permanent highway between the two cities. There exists today, with the exception of about twelve miles of uncompleted road, an excellent roadway between these two points, but it is the short stretch through Chopawamsic swamp that practically puts a ban on

houses on the left side of the road. Directly ahead we crossed the bridge which spans Hunting creek at 10.6 miles and were soon spinning over the new gravel highway in the direction of Accotink. Just after crossing the bridge we avoided the sign at the left curve, which is the new road being constructed to Mount Vernon, and kept straight ahead. We continued to stick to this road until it terminated at Pohick, where the odometer of the machine registered 22.5 miles. En route we passed through the little burg of Accotink, 19.9 miles from our starting point.

Keeping straight ahead on our arrival at Pohick, we passed the old Pohick church, where George Washington resided, bearing to the left just beyond the cemetery. It is here that we found the first break in the

over a foot deep with mud and water and in some places two feet deep. It was here that two of the cars in the caravan were mired. In one instance it was a case of being mired and rather than chance it the pilot car, which Louis Stevenson was driving, was being backed onto another road through the woods, when part of the road alongside of a stream gave away, carrying the machine down into the water, where it hung over the bank until extricated two hours later.

The road was barely wide enough for a machine to pass through and had the road given away at night time the result might have been more serious. There was ready assistance, however, near at hand, two farmers in that vicinity being on the job shortly after the trouble developed. The conditions are similar to those which existed for

measures exactly five miles. Out of this five miles there is practically but two miles through the lowlands, which disheartens motorists and puts a ban on traveling over this route. One of the principal things to be considered first to remedy conditions is the question of drainage. This alone would eliminate 80 per cent of the unfavorable conditions, which now exist. Next would come the grading and construction of a suitable roadway to connect the new road at the Stafford county line with Dumfries. With this work done the greatest evil would be remedied and with the expenditure of money on the other uncompleted stretches there would be offered to the motoring public one of the most delightful trips to be found in the old Dominion.

On the south end of the swamp, a good iron bridge is crossed and the

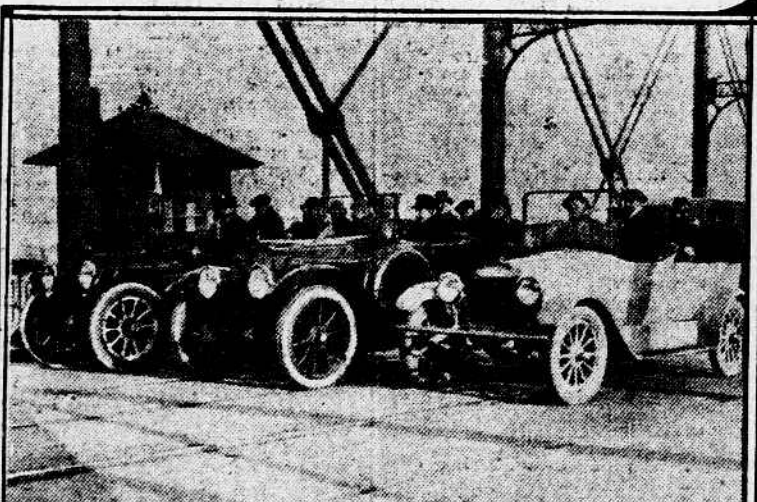
ROAD SCENES ON RECENT INSPECTION TOUR OF WASHINGTON-FREDERICKSBURG ROAD.



SCENE NEAR CHOPAWAMASIC SWAMP



ENTERING OCCOQUAN, VA.



CROSSING HIGHWAY BRIDGE.



CROSSING QUANNICO CREEK.

motoring through this section of the Old Dominion. It is through this low bottom that the road is in a very poor condition, and almost impassable even under the most favorable conditions. In wet weather traffic comes to a complete standstill.

The inspection trip was made last Monday, starting from the headquarters of the American Automobile Association in the Riggs building, 15th and G streets northwest, at 8:30 o'clock in the morning. The day was an ideal one, the atmosphere being crisp, with a strong northwest wind blowing. Those who participated on the run were enthusiastic over the trip, while many got their first good taste of road conditions as they sometimes exist.

The official pilot car on the occasion was a 1915 Packard twin-six touring car, driven by Louis V. Stevenson. He was accompanied by E. L. Ferguson, official route maker and road expert of the American Automobile Association; Charles C. Columbus, secretary of the Retail Merchants' Association; Thomas Grant, secretary of the Chamber of Commerce; J. C. McCarthy, Lewis M. Thayer and the writer.

The other cars in the caravan included a 1916 White "six" with W. Pearce Rayner at the wheel, accompanied by Joseph M. Stoddard, Harry E. Duckstein, James A. Hornum, secretary of the American Automobile Association; M. A. Leese and Charles L. Hower; a Pullman containing William F. Barnhart, Frank Heaton, A. J. Sutton, M. L. Liley; a Stearns-Knight, Arthur Foraker driving, Milton W. Sohn, Charles W. Fairfax, Somerset R. Waters, and a Studebaker, owned by Townsend A. McKee, with R. S. Downs, S. A. Manned and Charles Q. Pattee as his guests.

Head for Old Dominion. Starting south on 14th street, the line of cars soon disappeared through the Monument grounds and Potomac Park, crossing the Highway bridge and turning to the right of the military road in the direction of Arlington. At 2.5 miles we turned to the left over the new Mount Vernon avenue road, which has just been completed, and headed for Alexandria.

This route, which is the most desirable to Alexandria, by reason of its smooth surface, passes Hume station, where the electric line is crossed at 6.7 miles, and through the village of Del Ray, 7.2 miles from Washington. Turning to the left at 7.4 miles over a good macadamized roadway, we crossed the bridge over the railroad tracks at 7.7 miles and swept into the historic town of Alexandria, via Washington street. At the junction of Washington and King streets, 9.0 miles, in the center of the town, we turned sharply to the right, following the trolley tracks two squares to South Alfred street, this time turning sharply to the left, going to the end of the street and turning to the right into Franklin street.

At St. Patrick street we once more turned to the left, passing several hot-

highway from the National Capital. The road, however, is in fairly good condition, the break extending to where the road crosses the railroad tracks at Lorton, 24.5 miles, a distance of about 1.8 miles yet to be completed. After crossing the railroad tracks, where the curve is rather a sharp one, we continued up grade over another good road, which passes directly through the District reformatory grounds at Occoquan. As we entered the grounds we passed the home of Suppl. Whittaker, which occupies a commanding position on the right side of the roadway. The road for a considerable distance is of the macadam type and was built by the workhouse gang just after the purchase of the property by the District. The buildings and grounds are rapidly being put into shape and within a short time will be a credit to the Old Dominion.

Arrive at Occoquan.

After passing through the grounds the inspection party descended the road which towers from the heights above the town on the banks of Occoquan creek. The road is now protected by a substantial concrete wall the entire distance to the bridge, which was crossed at this point, turning to the left at the ruins of an old mill. Passing through the main street of the village of Occoquan, we turned to the right, passing the post office on the right, turning sharply with the good macadamized roadway and avoiding the long corduroy directly ahead. This was the majority of motorists make their mistake. They keep straight ahead over this steep grade, and find following the improved roadway. At the post office the odometer registered 28.3 miles.

This good macadamized roadway continues to a point 29.0 miles from Washington. Here, where the signs are indicated on the trees, a sharp right-angle turn is made and the good road left behind. The road is then of the ordinary dirt variety, which is rather bad in wet weather, as the road indicated the other day. However, the sum of \$15,000 has been appropriated to construct a new roadway through this district, which will add considerable more mileage to the highway when completed.

Passing through Agnewville, 30.0 miles, we turned sharply to the left, where the road is hidden by a high embankment, and picked up the main line of telegraph poles. The road is indicated by a sign on the tree on the right side of the road. It is here that many motorists keep straight ahead instead of watching this left turn. After a run of a few miles through a broken stretch of roadway, we crossed a small iron bridge, and at 35.8 miles picked up with the gravel roadway, which extended the remainder of the distance into Dumfries, 39.5 miles from Washington.

It was when about midway between Occoquan and Dumfries that a decidedly bad stretch was encountered, where the road was badly in need of grading and drainage facilities. With the expenditure of a small sum of money through this part of the road the inspection committee, after looking over conditions, thought that it could be put in good shape for traffic. At one point in the road the machines tipped to such an extent that the occupants were looking for the way to turn over.

The four-mile stretch into Dumfries proved encouraging to the members of the inspection party, as they passed through the town and crossing Quantico creek the smiles of contentment soon disappeared. Here, where the road is a disheartening stretch of soft dirt road commenced. Turning left at the signs at 40.3 miles the cars started in the direction of the now famous Chopawamsic swamp. The road to the right, through the trees on the steep grade, leads to Joplin and the Missouri Mills road.

An Uninviting Roadway.

After making a rather steep incline out of Dumfries the road conditions became worse with each revolution of the wheels. At Forestburg, 41.7 miles, the road turned to the right at a small frame barn on the edge of the road going through a muddy stretch, just beyond the fork. After proceeding two miles into the swampy section the worst stretch of road between the National Capital and Fredericksburg was encountered. This road is very poor at any and all times and in wet weather is absolutely impassable. Even last Monday, when the inspection party motored through this section, with ideal weather existing and a bright sun shining, the road was

several years at Contee, Md., which was compelled to pass over that road when en route to Baltimore.

The stretch of uncompleted road from Dumfries to the far end of the swamp, where a new gravel highway marks the beginning of Stafford county,

new gravel road starts on its way in the direction of Fredericksburg. At 49.5 miles a sharp turn is made over a similar gravel highway with Garrisonville as the objective point. The road straight ahead leads to Stafford County House. Unless a sharp lookout is kept for this right turn the motorist is

apt to beat it over the good road and then find his mistake after arriving at Stafford.

Good Road to Garrisonville.

The gravel road to Garrisonville is an ideal one and all that could be desired. Bearing to the left at the blacksmith shop at 52.4 miles we had proceeded about a mile when we came across a large gang of convicts engaged in constructing another broken stretch between this point and Mt. View of about two miles. This is the best of the same gravel type of roadway and when completed, which will be in the very near future, will give the motorist a continuous stretch of five gravel highways from the Stafford county line at Chopawamsic swamp to Fredericksburg, a distance of twenty-four miles without a break.

At 52.9 miles we passed through Mount View, still following the good road. The going was easy after that and within a short time we pulled into Washington. Crossing the bridge over the Rappahannock river, we stopped at the tollgate at the far end and, after paying 25 cents toll, proceeded along the edge of the river to the left and entered Fredericksburg at 53.0 o'clock, where the odometer of the machine registered 67.8 miles. The trip offered the members on the run an excellent opportunity to inspect the road from start to finish, especially Chopawamsic swamp, where three hours of the long supply of good stout rope, as it might come in handy, especially if it is necessary to be towed out. With the completion of the broken stretches, making a permanent highway between Washington and Fredericksburg, there would hardly be a motorist who would

not avail himself of the opportunity to visit Fredericksburg and intermediate points. This would mean that thousands of dollars from this standpoint alone would be spent at various points en route and also in the town of Fredericksburg itself. The distance is just long enough to make a good day's run in a motor car, making a total of about 135.5 miles, which is considered ideal when good roads are encountered.

The itinerary of the trip was as follows:

Miles.	Towns.	Miles.
0.0	Washington	67.8
6.7	Hume Station	61.1
7.2	Del Ray	60.5
9.0	Alexandria	58.5
10.8	Public	45.5
22.5	Occoquan	39.5
30.0	Agnewville	37.8
35.8	Dumfries	28.3
39.5	Forestburg	28.3
40.3	Chopawamsic	17.0
49.5	Stafford County	1.4
67.8	Fredericksburg	0.0

Kissel Cars on Display.

The Henderson-Rowe Auto Company, 1012 14th street northwest, has arranged for show week, commencing tomorrow and concluding next Saturday night. The firm will have on exhibition an "all-year" seven-passenger car, with Sedan top; a four-passenger roadster-coupe, a four-cylinder open touring car, and a six-cylinder open touring car. The salesroom will be open evenings during the week.

WARNING

There is a Weakness in Your Automobile.

You cannot afford to miss the big advertisement in this paper next Sunday headed,

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Every One of the Six Hundred and Fifty Dollars You Put Into This Car Represents Value You Can Use

When you pay more you get value you don't need. You need every dollar's worth of value that goes into the Dort construction. There's not a single unnecessary thing about the car—not a pound of weight you don't have to have to get comfort on the road.

Everything anybody can require of a five-passenger car is to be found in the Dort—no more. A larger car gives you useless weight and costs more for upkeep and operation.

The Dort is a sensible, practical medium between the very cheap car that can't give you the lasting value you need and the high-priced car of great weight that gives you a lot of things you have no use for.

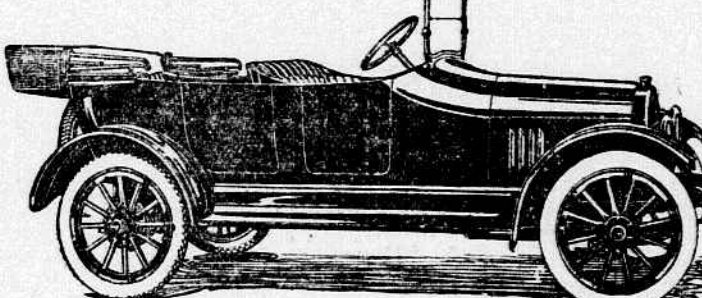
You surely get Six Hundred and Fifty dollars of real, serviceable value in the Dort, and you can pin your faith to the fact that the Dort has never produced anything but quality vehicles in twenty-eight years.

Roadster, \$540.

Completely Equipped.

F. O. B.

Flint, Mich.



ACCESSORIES \$75,000 STOCK TO SELECT FROM. SPECIALS 1914-1915 FORD Streamline Hoods.....\$0.50 Lyon Indestructible Bumpers.....\$0.00 Ford size-black.....\$0.00 Brass or nickel.....\$0.00

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SPECIALTIES of Every Description FORD SPECIALS. Unico Limousine Tops.....\$100.00 Touring, put on.....\$100.00 Runabout, put on.....\$75.00 A WINTER NECESSITY.

OILS and GREASES for Motor Cars. Millers—For Ford Cars. 5-Gal. 1-Gal. Light.....30c gal. 35c gal. Medium.....35c gal. 35c gal. PROPER LUBRICATION ADDS LIFE TO YOUR CAR.

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